

## ARTICLE 203

### PHYSICAL DEVELOPMENT GOALS, POLICIES, AND STRATEGIES

#### INTRODUCTION TO PHYSICAL DEVELOPMENT POLICIES

The City of Detroit grew in distinct waves of population immigration. The period between 1910 to 1930 saw the population of the City increase from 465,700 to 993,700, a 113% increase. As a consequence of these surges in residents, much of the physical development of Detroit took place during such periods. More than 47% of the current housing stock was built during 1910 to 1935. In addition to housing, many public facilities such as schools, libraries, electrical substations, sewers, etc., were built at the same time.

The policies presented here are aimed at addressing the problems inherent in the simultaneous aging of the housing stock, industrial buildings, and other facilities on such a large scale. Modernization, replacement, and reuse are all strategies appropriate to Detroit's physical condition.

While the process of urban growth normally proceeds by adding new structures to the outer fringe of development, the process of aging is not as defined as that of growth. This means that while much of the inner areas of Detroit are in need of attention, some areas are aging or deteriorating more rapidly than others. The policies urge sensitivity to varying levels of deterioration and differing strategies of redevelopment.

Correction of land-use problems cannot be done by the public sector alone. Individual property owners, business people, and neighborhood groups must all do their share. Collaboration between them and the public sector is essential.

#### REDEVELOPMENT POLICIES

##### ❑ **POLICY 203-1:** *Attrition and renewal of physical facilities.*

Conservation of the City's physical resources should be a major priority of the City. Demolition should be a last resort to remove a major safety hazard. Special incentives for rehabilitating existing structures must be continued and expanded.

**METHODS:**

- Holding owners responsible for the condition of unoccupied property, and shortening the period before government is legally allowed to take action to salvage or demolish the building.
- Encouraging utilities and banks to make special provisions for retrofitting of structures.
- Encouraging owner occupancy of structures, including condominium and cooperative ownership types.
- Encouraging and educating owners and potential owners to perform preventative maintenance and early repair on their property

❑ **POLICY 203-2: *Vacant land***

Promote optimal reuse of vacant land; exercise necessary actions to control and properly maintain vacant land.

**METHODS :**

- Developing a computerized land use inventory information system to identify vacant property and target areas for development opportunities.
- Conducting design competitions to heighten awareness of available vacant City development sites.
- Expanding existing City practices regarding interim uses for vacant land, including City-owned vacant parcels being sold to adjacent property owners, using parcels by neighborhood groups for parking or as play lots and community gardens.
- Expediting the process of vacant land transferral where appropriate.
- Promoting development of City-owned surplus lots and providing new housing units for moderate income persons using sweat equity and an owner-builder concept.

- Reducing land costs associated with development, using appropriate incentives.
- Identifying whether there are physical constraints or basic infrastructure problems with existing City development sites and resolving them as appropriate.
- Improving the City maintenance of vacant lots to eliminate problems of rodent infestation and other public health concerns.
- Considering possible land trades to facilitate City development plans.
- Insuring that new housing construction involving infill sites is designed to conform with the existing architecture.
- Consider transferring ownership of vacant lots to community organizations who are willing to improve and/or maintain them under a contractual arrangement with the City.

□ **POLICY 203-3: *Redevelopment***

Combat and contain neighborhood and commercial blight, remove blighted structures, assemble land for redevelopment, rebuild neighborhoods, and when necessary to a limited degree relocate families into other neighborhoods with better social and physical conditions.

**METHODS:**

- A limited program of blight clearance and carefully coordinated relocation can create a new market for some housing units in relatively good condition in those areas of Detroit currently viable but with little demand. The new owners would have a home in good condition with high equity and low monthly payments. At the same time, land could be assembled for rebuilding of deteriorated neighborhoods including a wide range of housing types and including new opportunities for high income, moderate income as well as low-income housing. In some cases, land could be made available to encourage job-producing business to locate or expand.
- House moving should be explored to make use of vacant lots in nearby neighborhoods.

❑ **POLICY 203-3A: *Relocation***

Assure that as many of the residents and businesses who are required to be relocated as a result of redevelopment projects and who desire to be relocated within the City of Detroit are able to do so.

**METHODS:**

- Making available a wide range of safe and sanitary housing of varying size, price, tenure, location, and structural type to accommodate displaced residents of redevelopment areas.
- Providing an array of suitable alternative industrial and commercial sites of various type and sizes to be made available and aggressively marketed as relocation sites to displaced businesses and industries.

❑ **POLICY 203-4: *Community resource areas***

Treat concentrated employment areas as resources for the whole community.

**METHODS:**

- Maximizing the economic and employment potential of the Central Business District and Woodward area.
- Completing the Medical Center renewal project and extending its influence within the Woodward area.

**HOUSING STOCK POLICIES**

❑ **POLICY 203-5: *Housing supply***

Take appropriate actions to facilitate the providing of an adequate supply and mix of Detroit housing for all household types.

**METHODS:**

- Developing and utilizing a City-wide analysis and profile of neighborhood-housing needs.
- Developing and utilizing a City-wide housing conditions survey to provide a comprehensive profile.

- Supporting the provision of diverse types of housing.
- Encouraging multi-use projects with housing.
- Providing incentives for housing project designs that provide security, recreation, and esthetic quality.
- Reviewing City zoning, property tax, public service, and capital improvement programs to facilitate desired new housing construction.
- Supporting legislation that would assist new housing construction and rehabilitation.
- Planning for housing to meet special needs of families, children, the elderly, and the handicapped.
- Providing adequate financial and technical assistance to community-based groups in neighborhood housing.
- Enabling people with lower incomes to remain in stable, viable, but nonexclusionary communities with adequate services.
- Encouraging private market participation to provide housing attractive to young childless couples.
- Reviewing local zoning ordinances and building codes to facilitate building of appropriate down-sized, higher density housing units.
- Identifying sites along development edges that are prime for housing development to enhance adjacent neighborhoods.
- Conducting design competitions to heighten awareness of available vacant City development sites.
- Assessing and monitoring the viability of condominium and cooperative conversion.
- Being alert to violations of tenants' rights.

- Working to prevent the condition whereby speculators buy and hold groups of HUD houses.

❑ **POLICY 203-6: *Existing housing stock***

Maintain habitable City housing stock in good repair by promoting regular maintenance programs for basically sound housing, and rehabilitation programs to repair housing that is in a state of disrepair or substandard and suitable for rehabilitation.

**METHODS:**

- Supporting strict enforcement of the Michigan anti-redlining law and the community reinvestment act.
- Supporting additional free or at-cost home repair and maintenance service for lower income home owners.
- Transferring ownership or management control from owners who abandon or disinvest in their property to tenants, individuals, or non-profit groups.
- Providing financial and technical assistance to community groups and non-profits engaged in housing conservation and rehabilitation efforts.
- Encouraging the private financial community to provide increased funds needed to leverage and sustain City housing rehabilitation and conservation.
- Training or informing persons about home maintenance or neighborhood conservation techniques.
- Emphasizing appropriate targeting and concentration of City housing rehabilitation and conservation resources in strategy areas.
- Promoting increased minority contractors' participation in City housing rehabilitation and conservation programs.
- Considering possible revisions or new programs that will provide additional financial resources to support conservation and rehabilitation programs.
- Supporting efforts being made to assure that fire and other homeowner insurance will be readily available.

- Increasing the private sector role in neighborhood stabilization efforts.
- Developing a City-wide housing conditions survey to provide a comparative profile of neighborhood housing conditions.
- Considering placing a nuisance tax on owners of property that has deteriorated to a condition that blights a neighborhood.

□ **POLICY 203-7: *Abandonment of property***

Continue to promote programs and policies that will curtail contagious and concentrated housing abandonment that is evident in some City neighborhoods.

**METHODS:**

- Considering policies to bring about legal transfer of ownership or management control from owners who abandon or disinvest in their property to tenants.
- Insuring that adequate investment funds are available at interest rates which encourage proper maintenance, rehabilitation, and construction.
- Providing training, advisory, and support services to owners and managers of multi-family housing.
- Quickly identifying structures which are in the process of being abandoned so they can be secured.
- Expediting City ownership and/or control of abandoned properties.
- Using homesteading to make City controlled vacant structures available.

□ **POLICY 203-8: *Public housing***

Maintain an adequate supply of City public housing.

METHODS:

- Monitoring Federal public housing legislation and supporting changes which increase the local government's control of rents, maintenance, financing, and management.
- Seeking to involve the State and County in sharing the cost of low-income public housing in Detroit.
- Working with the local and regional area HUD offices to develop innovative approaches to making low-income public housing more competitive.
- Where possible, rearranging housing configurations to permit better child surveillance and more defensible space features.
- Designating surrounding areas where low-income public housing is located for special considerations. This will include rehabilitation loan and grant programs for homes and businesses; organizations of the business community; technical assistance to residents, businesses, community groups, and other relevant groups; low-cost environmental improvements; and, priority consideration for all grant funds and new program development, where relevant.
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- Continuing to work toward streamlining City management and maintenance techniques. Involving tenants in self-management.
- Encouraging the scattered-site principle. Monitoring voucher programs.

□ **POLICY 203-9: *Rental housing***

Take actions to stabilize the quality and quantity of City rental housing stock and insure that there is an adequate supply available to those who desire it, especially lower income households.

METHODS:

- Exploring use of the building code to channel more landlord funds into maintenance.
- Working with Federal agencies to provide more control over the indiscriminate sale of HUD properties.



- Providing accurate information, informed counselors, and needed aid and advocacy services.
- Bringing about legal transfer of ownership or management control from owners who abandon or disinvest.
- Finding ways to reduce absentee ownership.
- Assessing and monitoring the viability of condominium and cooperative conversion.
- Supporting housing assistance programs that provide sufficient subsidies to lower income households.
- Supporting efforts being made to provide assurance that fire and other property insurance will be readily available.
- Supporting efforts to enforce fair housing legislation in the City.
- Supporting and facilitating efforts to build and rehabilitate rental housing units.
- Reviewing housing legislation to insure that it is compatible with Detroit housing and building code enforcement procedures.
- Supporting effective enforcement of the annual rental inspection ordinance.

□ **POLICY 203-10: *Heating costs***

Promote energy conservation and provide assistance in reducing heating costs.

**METHODS:**

- Making available throughout the City, information, technical assistance, and assistance with cost.
- Updating building codes to permit use of the most energy-efficient building technologies.

- Encouraging landlords to weatherize, to reduce utility bills.

❑ **POLICY 203-11: *Image of Detroit neighborhoods***

Promote neighborhood-housing activities which make a positive contribution to strengthening Detroit's image.

**METHODS:**

- Conducting design competitions to heighten awareness of available vacant City development sites.
- Encouraging those interested in presenting the positive aspects of Detroit neighborhoods to the public.
- Promoting more organized neighborhood-based activities like neighborhood ethnic festivals.
- Promoting the systematic marketing of Detroit's image.
- Promoting the expansion of programs which emphasize Detroit's positive neighborhood aspects such as signs identifying neighborhoods.
- Advertising neighborhood stabilization/revitalization efforts that are successful, and the City's commitment to improving neighborhoods.

**RETAIL AREA POLICIES**

❑ **POLICY 203-12: *Major retail centers***

Promote and enhance the long-term competitive position of Detroit's major retail centers (downtown and New Center) within the total retail pattern of the Detroit region.

**METHODS:**

- Surveying and analyzing lines of merchandise, types of stores, types of services that would be unique within the Detroit region, and encouraging them to locate in downtown. Paying special attention to market segments (by age, gender, income, etc.).

- Promoting use of people mover and pedestrian skyway as links between downtown activity centers.
- Where appropriate, developing retail themes for different people mover stations.
- Encouraging building owners to market upper-level vacant space where it adjoins people-mover skyway system.
- Providing convenient short-term parking in the major retail centers.
- Promoting a downtown parking system that is accessible, convenient, moderately priced, with lots that are paved, lighted, and landscaped.
- Encouraging merchants and businessmen to capture full retail sales potential of workers and visitors, especially workers who have limited time to shop, who may need auto repair services or other types of consumer services.
- Promoting retailing hours and workers' hours that will accommodate working single women and families with two working spouses.
- Building climate-controlled environments and creating an environment of fun for comparison shoppers, including frequent special events.

□ **POLICY 203-13: *Comparison retail centers***

Assure that Detroit resident consumers will have available to them reasonably accessible, competitively priced, high quality comparison goods and consumer services.

**METHODS:**

- Maintaining and improving existing comparison shopping centers and shopping districts throughout the City by making them safe and pleasant areas in which to shop and to do business.
- Encouraging development of new types of centers or districts focused on home maintenance or personal service needs.
- Encouraging retail merchants to expand lines of merchandise to increase both variety and quality of goods and to work together.

- Recognizing the importance of certain public service facilities (such as the post office, Michigan Secretary of State) as well as the importance of chain stores, to the viability of comparison centers.
- Encouraging merchants' associations to perform frequent market studies.
- Encouraging transportation services to help people without cars to reach Detroit shopping areas inexpensively and conveniently.
- Encouraging the development of shoppers' cooperatives and other forms of local ownership.
- Encouraging merchants and other businessmen to coordinate hours of operation.
- Assuring public safety, sufficient crosswalk areas at intersections, high levels of street lighting.
- Continuing programs of facade improvement and street improvements and promote better relationships of parking facilities to store facilities.
- Encouraging grouping of stores in centers where off-street parking can be provided.
- Encouraging local merchants to strive for attractive and clean establishments and grounds.

□ **POLICY 203-14: *Neighborhood commercial recreation***

Encourage the establishment of neighborhood commercial recreation opportunities in areas lacking them.

**METHODS:**

- Redeveloping or rehabilitating neighborhood commercial areas for recreation uses.
- Assisting in finding reuses of movie houses and bowling alleys.
- Promoting family-use oriented neighborhood businesses.

- Controlling nuisance-type recreation businesses in neighborhoods.

❑ **POLICY 203-15: *General commercial and neighborhood retail areas***

Encourage the grouping of existing viable convenience retail establishments into one-stop shopping centers with a supermarket and drugstore anchors for the center.

**METHODS:**

- Encouraging conversion of obsolete gas stations into neighborhood-serving facilities.
- Where feasible, utilizing vacant lots for off-street parking.
- Demolishing vacant and abandoned structures.
- Rezoning from B4 to B2 or B3 portions of thoroughfare frontage that are no longer appropriate or viable for general business purposes.

❑ **POLICY 203-16: *Thoroughfare frontage***

Maintain healthy commercial development along thoroughfares and phase out or redevelop excess or obsolete structures.

**METHODS:**

- Continuing to utilize matching grants to stimulate owners to make facade improvements.
- Encouraging redevelopment of vacant strip commercial land in a manner that captures the automobile-oriented nature of the thoroughfare.
- Encouraging conversion of some vacant commercial lots into parking spaces to serve viable businesses. Parking should have high visibility and safety.
- Promoting drive-through style establishments including the sale of convenience goods (such as gas stations are beginning to do), restaurants, banks, newspaper stands, ticket booths, etc.

- Installing a system of directional signs and identification markers that will help motorists find establishments along thoroughfares more easily.
- Reducing visual blight along the major traffic arteries of the City.
- Stimulating residential and other uses to locate along thoroughfares.
- Reducing opportunities for abrasive uses to locate where they may damage other uses.

## **INDUSTRIAL AREAS POLICIES**

### **□ POLICY 203-17: *Industrial areas***

Maximize the economic and employment potential of the City's industrial areas and reinforce them as long-term employment centers.

#### **METHODS:**

- Capitalizing upon existing major industrial employment anchors by improving the environment and security in surrounding areas, providing land for new small industries, promoting adaptive reuse of existing buildings, improvements in traffic circulation, and providing room for expansion.
- In strategic areas, promoting development of research facilities and related offices, especially emphasizing high technology in their manufacturing processes.
- Improving thoroughfares and rail access so that both workers and materials can move freely to and from the plant.
- Increasing emphasis on rehabilitation and subdivision of industrial buildings for inexpensive industrial rentals. The City should capitalize upon this newly available space. The buildings should be made as attractive as possible.
- Identifying suitable sites for modern industrial plants, with parking and with a margin of area for modernization and expansion.
- Promoting the basic concept of "Industrial Interpretation" as it relates to the educational and tourism aspects of industry.

❑ **POLICY 203-18: *Relationship of industry to residence***

Improve physical, functional, and visual relationships between industries and adjacent neighborhoods. An effort should be made to strengthen the bond between major employment centers and the communities in which they are located.

**METHODS:**

- Separating heavy industry and homes further, keeping heavy industry at the core of the industrial belts and lighter industry and business with compatible performance characteristics along the outer edges.
- Establishing green-space buffers and open areas between heavy industry and homes.
- Widening some thoroughfares and routing some accessways along industrial corridors.
- Reviewing the edges of many industrial corridors for potential rezoning from M4 to M2 or M3 to protect nearby housing.
- Pockets of declining housing located within industrial areas should be zoned TM, transitional industrial.
- Promoting the basic concepts of the Image Corridor as it related to industry which is adjacent to residential and commercial areas. This concept establishes visual and/or physical buffers between unattractive industrial activities and the public space.
- Establishing landscape buffers along railroad corridor rights-of-way when they are adjacent to residential areas.
- Encouraging industries to establish a unified paint and maintenance program to improve the visual image of their facilities.

## **HUMAN SERVICES FACILITIES POLICIES**

### **❑ POLICY 203-19: *Public school facilities***

Utilize the existing public school plant in as advantageous and cost-effective manner as possible.

#### **METHODS:**

- Utilizing the public schools as developmental anchors which can be capitalized upon to give additional strength to their surrounding communities.
- Improving energy conservation in school buildings.
- Maintaining school facilities in proper repair.
- Making fuller community use of school buildings.
- Improving coordination between the City government and the Board of Education on use of schools and school facilities.

### **❑ POLICY 203-20: *Access to and efficiency of post-secondary schools***

Encourage the provision of convenient access to post-secondary schools, their cost effectiveness and positive relations with their surroundings.

#### **METHODS:**

- Developing school sites for security and efficiency.
- Promoting their positive relationships with surrounding business areas and neighborhoods.
- Encouraging locations that provide access by public transit and other transportation modes.
- Encouraging grouping of educational facilities so that costly equipment and staff may be shared.



❑ **POLICY 203-21: *Access to library facilities***

Encourage provision of convenient access to library facilities for all parts of the City and all segments of the population.

METHODS:

- Locating branches so that they are convenient to large segments of the community or adjacent to major activity centers and access is not inhibited and public transit lines are available.
- Exploring non-traditional means of service delivery including the use of leased facilities and smaller, less permanent facilities. Also include expanded telephone service, computerized linkage to homes, use of cable systems, lending of tapes, cassettes and disks for home computers, linkages between various information systems to access world-wide networks.

❑ **POLICY 203-22: *Coordination for medical facility access***

Insure that the Detroit Medical Center is developed with all appropriate facilities and specialties to make it a complete medical center including a Veterans Hospital.

METHODS:

- Working with the State and the regional Comprehensive Health Planning Council to coordinate the development of medical facilities and to prevent the overbuilding or overdevelopment of facilities.
- Insuring that the Emergency Medical Service has funding and organization for adequate response time and full coverage of the City.
- Improving physical access to medical centers by public transit or para-transit programs.

❑ **POLICY 203-23: *Overall public parks and recreation***

Provide land and buildings for public recreation opportunities distributed throughout the neighborhoods of the City in proportion to population density and to the availability of alternative (non-City) services.

METHODS:

- Retaining and improving existing recreation land.
- Land now in recreation use should be kept unless exchanged for facilities of equal or better recreational value, or unless identified as surplus, or as having liability problems.
- Acquiring and developing new recreation land in under-served neighborhoods of the City.
- Reserving and assembling land or gaining easements as opportunities arise in renewal areas and strategic areas.
- Providing indoor recreation space by constructing new centers or expanding existing centers.

❑ **POLICY 203-24: *Coordination of recreation resources***

Generally, a policy of joint use of existing land and facilities is an efficient use of resources and should be pursued whenever possible.

METHODS:

- Increasing coordination between the City administration and the Detroit Public Schools.
- Considering surplus private as well as public properties for short- or long-term recreation use.
- Strengthening coordination between the public and the private non-profit sector providers.
- Providing transportation assistance to recreation centers and programs especially for the handicapped, seniors, and children.
- Encouraging the Huron-Clinton Metropolitan Authority to provide public transportation to its metro parks in the summer.

## URBAN DESIGN AND ENVIRONMENTAL POLICIES

### □ **POLICY 203-25: *Natural environment and features***

Recognize and maintain the natural environment and features of the City for its residents. This includes landscaping and vegetation, parks and open space, topography, and the riverfront.

#### METHODS:

##### Vegetation

- Including landscaping as an integral element of both public and private development.
- Defining and enhancing City patterns through vegetation. The importance of major streets can be made more visible through the use of several types of stately trees planted at regularly spaced intervals.
- Softening and screening conflicting land uses with vegetation.
- Designing landscaping to take into account maintenance concerns such as drainage, irrigation, soil type, susceptibility to salt and disease, and vandalism, abuse.
- Using plant material that is attractive all year long. Using more evergreen trees and shrubs that have interesting wintertime color and shapes.
- Using year-round ground cover more extensively.

##### Parks and Open Space

- Protecting and preserving several unique parks and open areas.
- Accentuating slight variations in the City's flatness. Where opportunities exist, creating changes of level. Creating hills and valleys in parks. Protecting the slope of the land and edges along the River.
- Improving physical and visual access to the River and other major vistas, from adjacent areas.

- Establishing a series of bicycle and pedestrian walkways and small parks along the water's edge which allow public access along the River and are linked to Jefferson and major developments along the riverfront.

❑ **POLICY 203-26: *Climate and urban design***

Recognize the effects of climate in Detroit and design structures and spaces to make life pleasant in this environment.

**METHODS:**

- Taking into account the sun's orientation in siting of buildings, structures, parks, and plazas.
- Using vegetation effectively for climate control of buildings and areas.
- Providing shelter throughout the City at transit stops. Encouraging provision of canopies on building facades to protect pedestrians from the elements.
- Whenever possible, integrating atriums, skylights, plazas, and outdoor cafes into developments.

❑ **POLICY 203-27: *Design elements***

Improve the esthetic, physical, and functional condition of the City for the workers, visitors, and residents, and relating to the human needs of the users.

**METHODS:**

Building Design:

- Insuring that the size, shape, and color of new development respects its environment and takes into account its visible impact on the image and character of the surrounding cityscape.
- Where there is an already existing diversity of scale, insure that the integrity of the smaller elements is respected.
- Encouraging new development in commercial areas to include pedestrian-oriented, commercial uses on its ground level.

- Designing building facades to be coordinated and legible to passing motorists and pedestrians.
- Signage should be compatible with its building's architectural character and not be excessive in scale.
- Insuring that the siting and massing of buildings is responsive to its environment.
- Preserving buildings of architectural and historic significance and adaptively reusing them as much as possible.
- Identifying and emphasizing landmarks throughout the City; they should serve as orientation devices.
- Clearly marking and lighting up at night visually prominent buildings such as the Fisher Building in the New Center, Old Main on Wayne State's campus, and various churches around the City.

Barriers:

Minimizing the effect of existing barriers inhibiting pedestrian circulation, including mobility of the handicapped, through modifications or additions to structures. New developments should be barrier-free.

Color:

Using colors on buildings that are compatible with the scale and type of building and its context.

Scale:

Make sensitive and intelligent use of scale, from the grandiose to the intimate, with an emphasis on human scale.

Lighting:

- Providing adequate and attractive lighting for pedestrians and vehicles. Incorporating special or decorative lighting to emphasize architectural design or streetscape character.

- Providing for natural light in buildings whenever possible.

Streets:

- Emphasizing the relationship of vehicular circulation paths to functional uses of the City in streetscape design.
- Clearly labeling and attractively landscaping gateways into the City and into downtown. Developing a set of designs of street standards for each classification to reinforce the use and image of those streets.
- Establishing streetscapes which generally have uniform setbacks, light standards, street furniture, and compatible landscaping.
- Giving careful attention to the maintenance and appearance of freeways.
- Lighting should be brighter for heavily used major arterial streets, and use of stately street trees would give these streets continuity and dignity.
- Coordinating signage along these corridors and encouraging it to be appropriate in scale to its surroundings.
- Lighting on collector streets should be less intense than those of the arterial routes and light standards should be smaller in scale.
- Making landscaping of appropriate scale.
- Improving pedestrian traffic flow in neighborhood shopping districts and in areas where there is intense pedestrian traffic.

Gateways:

- Establishing the presence of visual gateways leading into the Central Business District and at other locations throughout the City where there is a significant change in character of the thoroughfare, such as a major activity center.
- Reinforcing with landscaping special lighting, sign control, screening, and improved maintenance.

Activity Nodes:

Establishing activity nodes at major intersections utilizing the techniques mentioned in the two previous recommendations.

Linkage:

- Strengthening vehicular and pedestrian linkage between adjacent development areas and/or neighborhoods.
- Identifying and emphasizing major circulation paths which connect one activity node to another.
- Encouraging greater activity relationship and pedestrian movement between opposite sides of the thoroughfare and also along existing development areas.
- Improving the visual entry into the riverfront and other neighborhood side streets with streetscape design elements.

Public Mass Transit:

- Locating mass transit stations within a convenient distance of major activity centers.
- Designing stations compatible with their individual site context yet also appearing to have a similar identity system-wide.
- The stations, guideways, and entrances to the light rail system should be compatible to adjacent neighborhoods.

Commercial Streets:

- Designing commercial streets, like other public spaces, for ease of maintenance, safety, security, and comfortable environment.
- Developing a comprehensive set of street graphics and sign criteria within the context of accepted traffic graphics design which will enhance traffic safety as well as improve the esthetics of commercial streets.
- Encouraging individual centers to express their unique character through murals and sculpture, conforming to an overall design theme.

- Matching image and appearance of commercial strips with their functional and symbolic role.
- Enhancing the dignity of the streetscape of symbolically important streets such as Woodward and Jefferson by planting a row of large shade trees along their entire routes, punctuating this canopy of shade trees with flowering trees at important intersections and entrances along their routes.
- Preserving many of the older, more distinctive styles of street light standards.
- When styles of street lights change along a route, making an attempt to insure that the various segments are compatible in terms of height, size, and color with one another. When a post is knocked down, matching a replacement as closely as possible.

□ **POLICY 203-28: *Vistas and panoramas***

Protect distinctive vistas and panoramas throughout the City.

METHODS:

- Protecting visual and physical access to the riverfront.
- Protecting visual access to distinctive open spaces such as Belle Isle, Palmer Park, or the Main Library and the Detroit Institute of Arts.
- Protecting visual and physical access to distinctive landmarks such as the Soldiers and Sailors Monument or the Ambassador Bridge.

□ **POLICY 203-29: *Architectural compatibility***

Recognize the esthetic diversity of the City's neighborhoods when building new structures in these areas. Supplemental development should be compatible with any existing elements. Neighborhoods should continue to be maintained, and additional esthetic and recreational amenities should be provided to promote the neighborhood's continued viability.



METHODS:

Design theme:

- Expressing visually the uniqueness of different neighborhoods through landscaping, sculpture, murals, and in the way buildings are shown to relate to one another.
- Care should be taken to have light standards, signage, and street furniture that are esthetically consistent with their environment and each other.

Vehicular circulation:

- Discouraging through-traffic from penetrating into residential areas.
- Reducing excessive amounts of traffic by a variety of design techniques, including narrowing of streets or intersections, landscaping, diversion of traffic and closing of streets.

Trees:

- Shade trees are the single most important element that enhances the character and amenity of residential neighborhoods.
- When trees are lost from disease, replacing them immediately and then encouraging home owners to maintain them regularly.

Public facilities:

Designing public buildings such as schools, recreation centers, libraries, police and fire stations to be compatible with their neighborhood, landscaping them generously, and maintaining them neatly.

❑ **POLICY 203-30: *Public art***

Encourage the provision of public art as part of every major public and private development.

**METHODS:**

- Encouraging the adoption of a systematic public funding ordinance for public art commissions.
- Actively working with local and national design and architectural firms for the inclusion of sculpture and murals in projects.
- Encouraging the esthetic improvement of all public spaces.
- Encouraging the adoption of sculpture to be placed in neighborhood parks.
- Encouraging the selective use of murals to be executed by artists.

**HISTORIC PRESERVATION POLICIES**

- ❑ **POLICY 203-31:** *Historic preservation - overall design and economic feasibility*

Historic preservation of individual buildings or districts should keep in mind the overall design and needs of the City and also be economically feasible.

**METHODS:**

- Determining on a case-by-case basis the merits of historic designation for a particular building or group of buildings, keeping in mind broader design issues and economic concerns for the City.
- Identifying the potential uses for the buildings.
- Developing a preliminary financial package for the renovation of the structure(s).
- Marketing these structure(s) to investors, with Federal Tax Act credits and other financing mechanisms as incentives.

- ❑ **POLICY 203-32:** *Historic districts*

Use historic district designation in a way that will benefit the affected area and the City.

METHODS:

- Identifying areas of the City or structures which could benefit from designation and where there is potential financial interest.
- Fostering neighborhood confidence and community identification leading to increased maintenance of historic properties.
- Practicing selectivity of historic designation so that economic and structural development are not impeded.

❑ **POLICY 203-33: *Historic preservation - alternative uses.***

Find alternative uses for preserved or restored properties, where needed.

METHODS:

- Redeveloping vacant structures by finding new uses and ways to conserve energy.
- Developing apartments within vacant high-rise office buildings and extremely large single-family houses in certain areas of the City.
- Preserving theaters and churches by converting them to community centers or combining the resources of several performing groups into an association operating out of one facility.

❑ **POLICY 203-33A: *Historic preservation - Preservation strategy.***

Develop a comprehensive preservation strategy for historic structures which should present the value of historic preservation as an element of Detroit's commitment to a better environment. Such a strategy must recognize both the economic conditions of the City of Detroit as well as the vast quantity of aging structures within the City.

METHODS:

- Developing criteria that the City will use to reconcile preservation and development objectives.

- Identifying and promoting the use of those financing programs and incentives that are available to owners for the preservation of older and historical structures.

## **TRANSPORTATION POLICIES**

### **□ POLICY 203-34: *Funding of trafficways***

The expenditure of trafficway funds should strike an appropriate balance between the improvement and upkeep of existing trafficways and the development of new trafficways.

#### **METHODS:**

- Utilizing traffic management techniques, such as traffic signal integration, for proper sequencing for the flow of traffic as a means of improving the use of existing facilities.
- Utilizing lanes currently reserved for parking during high peak travel periods in order to get maximum use out of traffic lanes. Consideration must be given to abutting property owners with parking needs.
- With minimum expenditure, developing left-turn channels to insure that left-turn movements do not interfere with through traffic.
- Developing grade-separated pedestrian crossings at areas of high volume or high-speed vehicular movement.
- Developing a repaving schedule that will insure a continuous high quality, safe road surface throughout the City and that is coordinated with other construction projects to minimize disruption.
- Maintaining thoroughfares and rights-of-way for year-round safe passage.
- Phasing out trafficways and alleys that no longer serve a useful traffic function.
- Working to make State and Federal funding more flexible for local needs.

❑ **POLICY 203-35: *Trafficways in neighborhoods***

The trafficway system should be nondisruptive to the abutting neighborhoods; major trafficway functions should not split neighborhood areas.

**METHODS:**

- When appropriate, converting one-way pairs to single two-way thoroughfares with the remaining alternate street converted to local usage.
- Conducting feasibility studies for left only turning lanes at major intersections.
- Streets which become one-way at the alleys often create traffic problems because of the lack of stacking space, turn around areas, and conflicting traffic flows. Identify points where such problems occur and resolve the problems.
- Consider vacant commercial lots as entrances where two-way access is desired.
- When it is necessary to upgrade trafficways, do so within the existing right-of-way to the extent possible.
- Attempting to provide buffers such as berms, walls, and distance between high volume trafficways and adjacent sensitive uses.
- Designating trafficways that abut less sensitive areas for use by heavy vehicles such as trucks.
- Considering the needs and requirements of the City and its residents in conjunction with the needs and requirements of the region for the regional trafficway system.
- Improving and/or grade-separating rail crossings where appropriate.
- Eliminating traffic signals where they are no longer needed.

❑ **POLICY 203-36: *Trafficways - infrastructure***

The development of the trafficways system should be utilized as a tool in promoting the existing infrastructure of the City and region.

**METHODS:**

- Designing the City's trafficways system to serve existing facilities, promoting their continued viability, and providing for the recycling of existing facilities.
- Designing and phasing the development of regional trafficways in such a manner so as not to promote continued sprawl of the residential, job, and economic base throughout the region.
- Limiting the development of major trafficways serving the hinterlands and utilizing scarce resources to maintain and upgrade the existing trafficways system.

❑ **POLICY 203-37: *Trafficways - orientation***

Develop methods to orient users of the transportation system to the various parts of the City.

**METHODS:**

- On a region-wide basis, developing a signage and orientation system which denotes certain communities and identifies their location.
- Within the City, identifying various neighborhoods through identification devices such as name logos, etc.
- Consider an improved street sign system to increase street name visibility to drivers along major thoroughfares.
- Developing standards and guidelines for identification signs that utilize recognized insignias, shapes, etc.
- Within major activities areas such as the Central Business District and the New Center, developing and placing at strategic locations maps identifying major landmarks and destinations.

- Utilizing various devices such as color coding and insignias to identify various types of activities.

❑ **POLICY 203-38: *Trafficways development***

Insure that the trafficway system is used in conjunction with other devices as a development tool for the City.

METHODS:

- As industrial sites become available, acquiring the necessary property to reconfigure the street system and consolidating parcels by the City.
- In residential areas that are subjected to a large amount of through-traffic because of turning movements, shortcuts, etc., providing diverters and other methods that will discourage through traffic movement.
- Closing thoroughfares and alleys that no longer serve a useful traffic purpose.
- Scheduling thoroughfare improvement to complement other infrastructure, facility and utility improvements in order to minimize disruption, taking advantage of joint construction efficiencies, and providing a highly usable product.
- Where needed, developing new thoroughfares to serve areas undergoing major redevelopment or areas where major new development might take place with an improved trafficway system.

❑ **POLICY 203-39: *Trafficway safety***

Emphasize the safety of the citizenry in the development and utilization of the trafficway system.

METHODS:

- Enacting and enforcing regulations that will insure that the vehicles and drivers operating on the City streets are safe.
- Encouraging automobile manufacturers to build automobiles that can be more safely operated by drivers with marginal driving experience in urban traffic conditions. Examples include anti-skid devices, more visible lighting on

vehicles, anti-rollback devices for hills and devices to prevent operation of vehicles by intoxicated individuals.

- Inventorying traffic areas deemed unsafe throughout the City and developing mechanisms for improvement and correction.
- Seeking funds to provide the maximum in safety devices throughout the City, including devices that will assist in preventing accidents and devices that will limit the severity of accidents.

□ **POLICY 203-40: *Freight transportation***

Maintain and, where feasible, upgrade Detroit's freight transportation system as one of the major assets of the City.

METHODS:

- Marketing the Foreign Trade Zone.
- Encouraging Federal legislation that lowers local costs for Port improvements and maintenance.
- Considering further extension of the shipping season.
- Recognizing the importance of Canadian ports and transport systems to Detroit.
- Encouraging enlargement of the existing railroad tunnel under the Detroit River.
- Encouraging the improved freight-carrier processing capacity of the Ambassador Bridge in light of the potential increase in truck traffic resulting from the U.S./Canadian Free Trade Agreement.
- Supporting U. S. Army Corps of Engineers projects which would aid navigation and help Detroit.
- Making intermodal transport connections more efficient.
- Monitoring railroad track abandonment and consolidation.



- Urging railroads to remove obsolete trackage and market lands for development.
- Upgrading Detroit City Airport and encouraging adjacent sites for freight transportation and other Airport-related activity.
- Monitoring pipeline technology and insuring applications which will benefit Detroit.
- Keeping freight transport facilities in good repair.

□ **POLICY 203-41: *Transit access***

The existing public transit system should provide reasonable access to the neighborhoods, activity centers, and user groups of the City.

**METHODS:**

- Continuously review the needs of Detroit residents who use Detroit's bus system in order to make the system more responsive to identified needs, including destinations or trip purpose, trip length, and time of day and week, and modifying the bus system to meet those needs.
- Determining the off-peak needs of various users of the bus system and serving those needs to the extent possible.
- Encouraging the enhancement of a paratransit system, especially to provide door-to-door services for the handicapped and elderly.
- Emphasizing service to Detroit shopping facilities and activity centers, as opposed to suburban centers.
- Developing an improved bus-repair system so that enough buses are in use to serve needs.
- Encouraging ride sharing in automobiles so that those people who lack cars have more than one alternative.

❑ **POLICY 203-42: *Cost efficiency of public transit***

A transit system must be maintained that is cost efficient in order to insure its continued viability, provide service to the people who are transit dependent, and maintain an alternate mode of travel for those who prefer it.

**METHODS:**

- Considering the transit system as a public utility much like electricity, gas, and water, such that the need for public transit is no longer a debatable issue and necessary funds are provided as a matter of course.
- Providing amenities and service at levels that will encourage increased ridership.
- Pay special attention to security measures pertaining to transit usage.
- Considering the transit system as an adjunct to the traffic system. Utilizing earmarked trafficway funds on the basis of transit freeing trafficway space and better management of the trafficway system.
- Configuring the transit system in such a fashion that it encourages development to take place in selected corridors, thereby potentially increasing ridership in those corridors and benefitting from increased efficiencies.
- Using flex-time in peak employment areas to level off demand for transit at rush hours.

❑ **POLICY 203-43: *Transit and economic development***

The present and future public transit system should promote jobs and economic development in the City and serve to promote the utilization of the existing infrastructure.

**METHODS:**

- Developing a fixed rail transit system that will serve to institutionalize and solidify Detroit's Central Business District and Lower Woodward Corridor as the center and economic heart of the Detroit metropolitan region.

- Upgrading Detroit's transit system to provide better service and attract ridership at the City's economic activity centers.
- Developing transit lines that will provide access for Detroit residents to outlying job centers.
- Enhancing the Downtown People Mover. Expanding the system to serve additional activity areas of the Central Business District.

❑ **POLICY 203-44: *Light rail transit system***

Design and develop a light rail rapid transit system focused on downtown Detroit with alignments along Woodward Avenue and Gratiot and terminating at locations in Oakland and Macomb Counties, respectively.

METHODS:

- Restudying the traffic, parking, environmental, and economic development benefits of a light rail system to Detroit, Oakland, and Macomb Counties.
- Identifying sources of development funding, including State of Michigan and Federal government involvement.
- Promoting the concept of value capture wherein those businesses and areas most benefitted by the light rail system would contribute toward its development and/or operation.

❑ **POLICY 203-45: *Pedestrians***

Major activity areas should be designed to accommodate high levels of pedestrian activity.

METHODS:

- Attempting to separate vehicular from pedestrian traffic by grade separations in areas of extremely high activity.
- Creating vehicular-free zones and developing pedestrian malls and courts where a large amount of pedestrian traffic is necessary to carry out daily activities.

- Providing proper signage, refuge areas (safety standards), and traffic signal timings to allow for safe passage in high activity areas where large numbers of senior citizens and handicapped people are present.
- Insuring that proper weight is given to the volume of pedestrians and the type of pedestrians utilizing the crossing areas in the timing of traffic signals and other devices.
- Experimenting with pedestrian signalization and crosswalk timing patterns and peak-hour changes which give precedence to pedestrians over vehicles in high activity centers.

❑ **POLICY 203-46: *Parking management***

Develop a system to provide for improved management and control of the parking facilities in major activity centers.

**METHODS:**

- Developing realistic design standards that can be implemented for parking lots, both permanent and temporary facilities.
- Developing a pricing structure that is conducive to the use of public parking facilities in the activity centers and, at the same time, provides adequate return to operate and maintain the parking facilities in a manner that will enhance the area.
- Developing a method for relating the supply of parking facilities to the need. It should be part of an overall plan that might include shuttle facilities and shared parking facilities. Validation programs may be useful in major activity centers.
- Developing a management system to oversee and coordinate the parking that serves major activity centers that have a large number of parking spaces provided by multiple suppliers.
- Insuring that the operators of private parking lots and garages meet their responsibilities with respect to security, maintenance of facilities, and conformance to a fair pricing policy that is prevalent in the surrounding area.

- Insuring that existing codes and ordinances that pertain to parking including zoning, licensing requirements, relevant traffic ordinances, and individual grant requirements are strictly enforced.
- Developing a method so that short-term and long-term parking needs are balanced so that one does not take priority to the other's detriment.
- Insuring that the needs of the handicapped are met.
- Parking lots should not preempt viable economic uses or cause major disruption to building and development patterns.
- Insuring that parking facilities are designed with consideration for the safety and security of its users including such items as lighting, lack of blind spots, etc.

□ **POLICY 203-47: *Parking in neighborhoods***

Parking in or near major activity areas should not be disruptive to surrounding residential neighborhoods.

**METHODS:**

- Insuring that major activity centers provide adequate parking that is designed in such a way that it will encourage patrons of the activity centers to use it rather than park in nearby neighborhoods.
- Enforcing rules and ordinances concerning parking so that residents are not unduly penalized for their vehicles during events taking place in nearby activity centers, and so that adequate parking space remains for residents.
- Insuring that the parking lane is properly maintained and available for parking when on-street parking is an important element in the area's parking system.
- Encouraging residents to pave driveways and build garages in neighborhoods which are exceptionally congested because of lack of off-street parking facilities.

❑ **POLICY 203-48: *On-street parking***

On-street parking should not be disruptive to day-to-day life in the community or to the smooth flow of traffic nor should it be detrimental to the pedestrian system. It should serve commercial entities where off-street facilities cannot be provided.

**METHODS:**

- Permitting on-street parking in areas where it is needed to serve commerce and residential needs to the extent possible.
- Prohibiting on-street parking during those peak traffic time periods in situations where the traffic flow requires it.
- Providing adequate signage, signalization and controls to accommodate pedestrian needs in areas with commercial concentrations.
- Limiting parking to one side of the street may be helpful in some cases.

❑ **POLICY 203-49: *On-street loading***

The loading and unloading of goods for commercial areas should not interfere with the orderly flow of traffic nor constitute a safety hazard.

**METHODS:**

- Providing off-street loading wherever possible, utilizing off-street parking lots, vacant lots, and other available facilities.
- Encouraging the sharing of off-street loading by adjacent facilities.
- Allowing on-street loading only in areas where absolutely necessary and then only from the curb lane.
- Prohibiting on-street loading entirely where it constitutes a safety hazard.
- Developing means to provide for the security of the delivery personnel and vehicles when exact proximity between the delivery vehicle and the delivery place is not possible.
- Encouraging the development of rear delivery facilities where alley delivery is possible.

❑ **POLICY 203-50: Aviation - Improve Detroit City Airport**

Expand the airfield and air terminal capacity at Detroit City Airport in an economically sound and environmentally compatible manner in order to take advantage of the rapidly increasing aviation demand in the Detroit region. The major objectives of the expanded Airport will be to:

- (1) Provide convenient and accessible air and ground transportation services to Detroit residents and businesses
- (2) Enhance the job and tax base of Detroit from the increased levels of economic activity that an expanded airport will generate
- (3) Complement the aviation capability of Detroit Metropolitan Wayne County Airport in a manner that creates a well-functioning regional airport system.

**METHODS:**

- Promoting the expansion of the air carrier and corporate aircraft activity.
- Removing off-Airport aviation obstructions as opportunities arise.
- Improving ground access and automobile parking facilities.
- Promoting the locational advantages of City Airport (close to downtown, the New Center, GM Tech Center, etc.) and promoting the Airport as an incentive for development in its general area.
- Developing a new Airport Master Plan. This Master Plan will forecast aviation demand over 20 years; identify airport facilities required to meet the forecast demand; and propose an airport layout plan, a ground access plan, a staged development plan, and a financial plan.
- Analyzing the environmental impacts of all proposed improvements to Detroit City Airport and implementing appropriate mitigation measures.
- Obtaining the financing required to implement any improvement program recommended in the Airport Master Plan as well as to carry out all necessary environmental mitigation measures.

❑ **POLICY 203-51: *Bicycles***

Consider bicycles (and mopeds) as a viable alternate means of transportation.

**METHODS:**

- Installing secure bicycle storage facilities at strategic locations throughout the City.
- Designing and developing a safe bicycle path network serving main activity centers and destinations throughout the City.
- Enforcing ordinances and regulations pertaining to the operation of bicycles that will insure safety of the bicycle rider.

**ENVIRONMENTAL QUALITY POLICIES**

❑ **POLICY 203-52: *Air quality***

Support efforts to bring air quality in the City of Detroit into compliance with Federal air quality standards.

**METHODS:**

- Using trees and vegetation wherever feasible to help reduce and disperse air pollution.
- Plant trees in loosely arranged bands or belts around sources of pollution.
- Continuing to implement auto emissions inspection and maintenance standards.
- Continuing to implement pollution control programs at major industrial sources.
- Implementing the fugitive dust program.



❑ **POLICY 203-53: *Dangerous or offensive odors***

Protect Detroit residents to the extent possible from the effects of dangerous or annoying odors.

METHODS:

- Continuing current efforts to resolve odor complaints in Detroit through the Wayne County Air Pollution Control office, which has legal authority.
- Continuing to enforce zoning regulations for the location of new uses that may cause odors.

❑ **POLICY 203-54: *Solid waste management***

Continue to improve solid waste collection service for Detroit residents and businesses.

METHODS:

- Continuing current collection service.
- Completing the conversion to one-man trucks, as the City budget permits.
- Continuing efforts to make collections as efficient and cost effective as possible.

❑ **POLICY 203-55: *Medical waste management***

Protect the citizens of Detroit from harm caused by medical waste.

METHOD:

Ensuring that all medical waste management activity in the City of Detroit is conducted in compliance with State, County, and City regulations.

❑ **POLICY 203-56: *Street cleaning***

Maintain an acceptable level of cleanliness for all streets, alleys, and vacant lots in the City.

METHODS:

- Continuing to urge residents to store trash properly prior to pick-up.
- Continuing to provide periodic or special cleaning or sweeping, as required by sanitation conditions, within the limits of the City budget.
- Continuing to enforce City housekeeping codes and ordinances as effectively as possible.

□ **POLICY 203-57: *Hazardous waste management***

Protect the citizens of Detroit from possible harm caused by hazardous waste, by actively managing the operation and growth of the hazardous waste treatment, storage, and disposal industry in the City of Detroit.

METHODS:

- Developing and adopting improved zoning regulations and siting criteria to guide the establishment and operation of hazardous waste facilities in the City of Detroit.
- Encouraging the State of Michigan to refine and update its assessment of Michigan's present hazardous waste management capacity, and its projection of Michigan's future hazardous waste management capacity and technology needs, in relation to the City of Detroit's hazardous waste management capacity and needs. By any measure, Detroit has much more than its "fair share" of Michigan's hazardous waste management capacity. (The State of Michigan updated its assessment of hazardous waste capacity February 3, 1992).
- Coordinating with Michigan Department of Natural Resources in preparing a database of all hazardous waste facilities in the City of Detroit. The database to be updated annually and to include the amount and type of waste material treated, stored or disposed of at each facility for the year just completed.
- Establishing a Hazardous Waste Facility Review Committee, by ordinance, to insure a timely, coordinated City review and response to proposals to establish new or expanded hazardous waste facilities. (Ordinance No. 16-90 took effect October 15, 1990)

- Expanding and improving the ability of Detroit residents and businesses to participate effectively in the hazardous waste facility siting process and other decisions through improved State of Michigan notification requirements, public education and technical assistance, and increased representation of local concerns.
- Using broad public information dissemination techniques early in the site selection process, to inform local residents and community groups about sites being considered for hazardous waste facilities, and to inform the industrial community and facility developers of the City's siting criteria.
- Supporting Federal and State initiatives to reduce the generation of hazardous waste, and increase the use of recycling and on-site treatment methods.
- Supporting and sponsoring education/information programs and workshops through the State Office of Waste Reduction Services to increase awareness of options available to industry for waste minimization.
- Promoting hazardous waste minimization by implementing measures to reduce waste generated at the source; reusing, recycling, and treatment on-site; or recycling off-site, in that order of preference.
- Encouraging the State of Michigan to improve its enforcement of hazardous waste regulations.
- Requiring an effective response by appropriate governmental agencies and the hazardous waste management industry to emergency incidents and identified sites in need of clean-up and stabilization.
- Reviewing Detroit's Emergency Response Plan for compatibility with neighboring cities' and counties' emergency response plans and enhancing Detroit's existing emergency response capabilities if necessary.
- Promoting community meetings and establishing dialogue among local officials, civic leaders, and residents in order to provide a forum for discussing the public's concern regarding the identification of hazardous waste sites and their clean-up.

❑ **POLICY 203-58: *Water quality management***

Continue to own and operate the Detroit water and sewerage system in accordance with sound business and engineering principles and in compliance with air and water quality standards.

METHODS:

- Continuing present operating practices.
- Updating and renovating the system as required.
- Continuing to oppose legislation that could alter institutional arrangement for management of the system.

❑ **POLICY 203-59: *Water supply***

Produce and distribute a sufficient quantity of high quality potable water, at sufficient pressures, to meet the needs of water users of southeast Michigan.

METHODS :

- Utilizing the existing water system as effectively as possible.
- Updating and renovating the system as required.

❑ **POLICY 203-60: *Flood insurance***

Make sure Detroit remains eligible for any Federal funds available for flood-prone areas. Work to reduce flooding wherever possible.

METHODS:

- Making sure dikes and sandbagged areas are adequately maintained.
- Continuing efforts to expand seawalls.
- Making sure drainage provisions are adequate.

❑ **POLICY 203-61: *Energy conservation***

Encourage energy conservation by City of Detroit residents, business and industry, and government.

**METHODS:**

- When new buildings are being built, analyzing placement on site, building mass, landscaping, and relation to winds with the intent of maximizing energy efficiency.
- Encouraging the use of public transportation service as a low-cost, energy efficient alternative to the use of private automobiles.
- Encouraging the use of modern, fuel efficient motor vehicles.
- Minimizing traffic congestion on the freeway and surface street system.
- Continuing to support efforts to control urban sprawl in the Detroit region.
- Supporting Federal and State policies and regulatory decisions that will increase competition at the production, transportation, and distribution levels of the natural gas industry.
- Encouraging and assisting Detroit home owners and rental housing operators to maintain and improve their buildings.
- Developing incentives for tenants in rental housing to reduce energy consumption, i.e., using individual meters for each apartment unit.
- Encouraging the systematic replacement of older housing which cannot be made energy efficient at a reasonable cost with new energy-saving multi-family structures.
- Supporting the use of Federal and State assistance to relocate low-income families from housing which cannot be weatherized satisfactorily.
- Supporting the use of special promotional power rates to encourage economic development in Detroit and southeastern Michigan and making more efficient use of available power plant capacity.

- Encouraging realistic long-range planning by utilities to reduce the possibility of rate increases to support additional generation capacity in advance of need.
- Supporting the pooled use of generation capacity by utilities to reduce the need for plant expenditures to meet peak load requirements and to make maximum use of the most economical plants available to generate the power required at any time.
- Encouraging the use of existing power plant capacity in the region by eliminating the incentives for large power users to generate their own power.
- Encouraging Michigan utilities to improve the operating efficiency of power plants by making greater use of cogeneration turbines or other energy conservation techniques where feasible.
- Supporting Federal and State policies and regulations that will facilitate wholesale power sales between major utilities.
- Urging Federal action resulting in stricter standards of energy efficiency for home appliances.

## **REZONING POLICIES**

### **□ POLICY 203-62: *Remapping of zoning districts***

Conduct a systematic and comprehensive study to amend the zoning maps in order to accomplish the following.

#### **OBJECTIVES:**

- Reducing total amount of thoroughfare frontage zoned primarily for general business, while simultaneously encouraging uses along business frontages which are less abrasive and more compatible with adjacent development.
- Zoning to match current use and promoting similar uses where areas are in good condition.
- Using TM (Transitional Manufacturing) to protect the residents of a residential area that is proposed to be eventually converted to industry.

- Using the Special Development Districts, SD1 and SD2, to promote intense development of apartments and offices with compatible commercial and institutional uses along the radial thoroughfares near the Central Business District.
- Creating buffer areas between the M4 (Intense Industry) zoned areas and residentially zoned areas using M2 or other less permissive districts as appropriate.
- Where large existing residential areas are currently zoned for industrial development and there is no reasonable expectation for carrying this out in the near future, rezoning to a residential zone appropriate for the current uses.
- Recognizing special entry areas such as near the Ambassador Bridge or tunnel, and promoting development which makes use of these locations, with appropriate zoning.
- Rezoning most large existing recreation areas to PR (Parks and Recreation).
- Near major new development projects and special features such as the Central Industrial area or the Airport, rezoning to capture new development potential.
- Retaining the current zoning wherever possible so that minimum disruption and fear are created.

□ **POLICY 203-63: *New zoning definitions/districts***

Analyze the need for changing zoning definitions or creating new zoning districts to accommodate changes in lifestyles, technology, etc.

**EXAMPLES:**

- Zero lot line development of residential structures.
- Residential structures which have no or minimum side, front, or rear yards but provide for light and air by way of an atrium.
- Certain mixed use type development such as combinations of residential and industrial uses in the same structure. This could be permitted if performance standards regarding noise, vibration, odors, truck traffic, radiation, etc., were met.

- Air rights zoning to provide for development potential in areas adjacent to high density pedestrian skyways even above or under public rights-of-way.
- Use of underground space such as the salt mines would require special zoning. These are extensive areas involving square miles and are a large residual potential development asset for environmentally controlled areas. Other examples include earth sheltered structures, spiral ramps, and multi-story basements.
- Performance standards for home occupations. Regulate by standards, not only by general definition. These standards would prohibit objectionable characteristics such as traffic, hazardous conditions, outside storage, and electrical interference and allow some home occupations in R1 and R2 districts rather than only in R3 and more intense districts.
- Cluster housing where a large lot is used in a highly irregular pattern for attached units with personally controlled outdoor space and parking space.
- Urban farming for profit on scattered sites within residential and commercial areas (such as noncontiguous orchards).
- Performance standards zoning making greater use of site plan review procedures. The standards would cover aspects such as light, air, noise, electromagnetic interference, traffic, visual impact, etc.
- Use of bonuses where provision of services or facilities reduces need for zoning requirements. For example, if a development provides van services and membership in a ride-sharing program, parking requirements could be considered for reduction.
- Consider using the transfer of development rights principle, e.g., in some cities, if one development does not utilize the full permitted density, an adjacent development is often given the opportunity to utilize this additional capacity.